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ALEXANDRA BUILDINGS,  
Hongkong, 14th October, 1907. 30.

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Only communications relating to the news columns should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.  
No anonymously signed communications that have already appeared in other papers will be inserted.  
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## DEATH.

At Canton, ALFRED HAYNES, infant son of Mr. and Mrs. H. Haynes, aged 14 months, deeply regretted. [1083]

HONGKONG OFFICE: 10A, DES VEXES ROAD C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, OCTOBER 21st, 1907.

It is seldom that an accident, if it may be called an accident occurs involving so much loss of life and property as the fall during construction of the great railway bridge intended to cross the river St. Lawrence a few miles below Quebec. It is, however, to all appearance fortunate that the collapse occurred when it did, and was not postponed till a later period when more property would have been put into the work, and a larger number of workmen would have been engaged. The bridge was being erected from one side, no intermediate support being possible, and this was rendered practicable from the adoption of the cantilever system in its construction. The system is well known through the successful completion of the great Forth bridge across the Frith of Forth, and this has remained up to the present day the widest single span in the world, its width from the centres of the piers amounting to 1710 feet. Apparently as a mere tour de force to exceed this, and so take the record across the Atlantic the St. Lawrence bridge was fixed at 1800. Owing to the depth of the river, and the necessity of avoiding ice pressure there was probably not much margin to spare, but a section of the banks at both sides would seem to

indicate that an advance of the piers at each side of some 50 feet towards the centre could have been effected without practically increasing the danger from ice shores, and a saving of one panel in the length of the overhang at each side would possibly have averted the disaster. A few comparisons with the Forth Bridge are interesting as showing the recklessness of this latest piece of American engineering. In the Forth bridge the chief compression members are formed of heavy tubes 12½ feet in diameter; in the attempted Quebec bridge, the compression members, when the bridge failed, are of laminated steel plates 5½ feet deep, and 4½ feet wide, and the overhang was some 750 feet, the two struts being about 67 feet apart. When the bridge would have been finished the overhang at each side would have been 562½ feet, and across the gap of 675 feet between the two ends was to have been placed an enormous centre girder weighing, when complete, between 3,500 and 4,000 tons. We may reduce these measures to one fiftieth, and see what this meant. We would then have a bracket projecting from the point of springing 11½ feet, supported by two arched trusses 1½ inches by 1 inch not of solid steel but of several laminated strips of about the thickness of ordinary writing paper; moreover these two trusses were just 1.4 inches apart, were tied by light braces together at intervals of 13 inches, but otherwise had no side-bracing to prevent them from warping; on the end then of this was to be suspended a dead weight of half a hundred, and moreover from time to time, but many times a day, a moving weight of 20 to 25 lbs. was to traverse the entire backwards and forwards; with this we can have some idea of the structure. The steel in the Forth bridge was equal to a strain of 34 to 37 tons per square inch; that used at Quebec was only equal to 28, or nearly 20 per cent. weaker. The steel in the Forth bridge would never have to bear more than 7½ tons per square inch; on the other hand the calculated strain on the Quebec bridge amounted to 14½ tons, or half its ultimate strength; while at the time of the collapse, but before the full strain was actually imposed, the strain seems to have amounted to 8 tons per square inch.

It is plain then that notwithstanding the hazardous approach to the ultimate strength, designed to have been only 50 per cent. of the actual crushing weight, as against the 80 per cent. margin insisted on in English work, the collapse was not due to actual crushing, but arose from a not dissimilar cause; which is moreover familiar to every engineer of standing, and should have been equally apparent to the engineers of the Phoenix Bridge Company of Pennsylvania, who were entrusted with the work. Every one knows that although a pillar may have sufficient sectional area to bear heavy weight placed on it vertically if, say, six feet long, a pillar with exactly the same sectional area if made twelve feet long without bracing will only support a small fraction of the same weight, owing to its greater liability to warp. This was the important factor that was left quite out of the count by the engineers for the bridge. It is difficult to believe that the manufacturers could have taken the precaution to have had an actual model of the work carefully made to scale, or the inadequacy of the bracing would have at once struck the eye of any skilled designer. We have attempted to exhibit the insufficiency of the staying by references to figures, an actual model would have emphasised the defects. The fall of the Tay bridge many years ago drew the attention of English engineers to the necessity of taking thought of these out of the ordinary strains to which large structures are at all times liable; and one of the results of the lesson is seen in the great Forth bridge. It may be that that structure has been made in excess of the actual requirements of the case. The margin of 1 to 5 may not always be required, and the larger the structure, the less proportionate allowance may reasonably be made for emergencies; but on the other hand no engineer is entitled to consider that he will be justified in ignoring emergencies. This, however, there is too much reason to believe is the ordinary practice of the American engineer. However successfully it may have been concealed, the truth will in the long run out, and the Quebec disaster is probably not the last of which we shall hear, all proceeding from the same evil habit. It is more difficult to account for the defective designs having been passed by the consulting engineer to the syndicate at whose expense the bridge was being put up; but in this respect too, American practice differs much for the worse from English. In England the engineer is always held responsible for errors of judgment, if he have not

In the first instance have had actually to design the work. In America the practice is too much to ignore the consulting engineer and go in the first instance to the contractor. The contractor has every incentive to reduce the expense of the work to the uttermost, and the temptation is strong to cut things below the margin of safety; in the present case the temptation was more than doubled by the desire to outpace the Britisher. It was the biggest thing that had ever been done, and the desire was strong to go beyond the Britisher in his own particular line. To build the biggest span in the world, and do it with an economy of steel such as the slow-going Englishman would never think of, was to be the triumph of the Phoenix Company; but one thing was forgotten, and that was safety. True safety in America is a matter of little consequence, but even it may be strained, and the loss of half a million dollars at least is a poor compensation for an unwise ambition.

There was still another plague case—the 232nd—on Saturday.

The Gazette notifies that quarantine restrictions imposed upon arrivals from Hongkong at Amoy, Shanghai and Bangkok have been removed.

It is reported that the Water Police have arrested nine men suspected of being concerned in the piracy of the cargo boat *Mui Wo* which occurred between Macao and Hongkong on the 30th ultimo under circumstances already reported in these columns.

It is reported that Sir Henry Barkley, K.C., has been retained for the defence of William Hall Adsett, who appears before His Honour Mr. Justice Wicks and a special jury at the Supreme Court this morning, charged with the wilful murder of Gartrude Dayton.

The Military Authorities notify that field firing will be carried out on the slope of Beacon Hill in a north-westerly direction between 8 a.m. and 1 p.m. on the 19th and 25th instant, and from Canton's Pass in a westerly direction towards Kaulung Peak on the 21st, 22nd, 23rd and 25th instant.

Mr. Cole as "Sergeant Brue" had a thoroughly appreciative audience at the Theatre on Saturday night, and kept even his colleagues on the stage laughing. Miss Lait and Miss Corless received floral tributes to their excellent performances. The audience was unusually demonstrative for Hongkong, and not a single "tuck" failed to get its meed of applause.

The grounding of H.M.S. *Flora* on the East Rocks has drawn the attention of the Authorities to the necessity of a special buoy bearing a special light being moored near these rocks. A buoy is at present being prepared by the Dock Company similar to those which mark the fairways at the western end of the harbour. When this is ready it will be put into position, and will bear a red light.

Ten Chinese were placed before Mr. C. D. Melbourne at the Police Court on Saturday, charged with behaving in a disorderly manner at Yaumati on the previous night. The defendants were part of a gang of natives who gathered outside the Yaumati Police Station when a woman was arrested, and because they were prevented from entering the charge room proceeded to stone the building. A squad of officers immediately charged the lawbreakers, the result being the arrest of ten. His Worship, on the evidence, held the offences proved and fined each of the defendants \$2.

On Friday night a number of leading Chinese citizens entertained H. E. Wu Ting-fang, Chinese Minister to the United States of America, at a farewell dinner at one of the leading native hotels at Shekotsai. In the course of the dinner, His Excellency in addressing the gathering pointed out the goal of Chinese diplomacy in her international relations, reminding his hearers of the duties that devolved on all loyal patriots and faithful citizens irrespective of differences in rank or condition. To be open to all that is good and worthy in the influences and opportunities of the new era; to do what is possible to bring aid to keep China in line with the more advanced nations; to aid her progress which, from this time onward, should be steady, rational, and secure, is the privilege of all who seek by right means to accomplish the highest well-being of the nation.

Before Commander Basil H. Taylor, R.N., Marine Magistrate, at the Marine Magistrate's Court on Saturday an inquiry was held into the conduct of Coxswain Sang Pang of the Godown Company's steam launch *Curlew* in the harbour on the 12th instant. The inquiry was called in consequence of a letter the Harbour Master received from Mr. J. W. Robertson, a superintendent engineer of the Hongkong and Kowloon Wharf and Godown Co. Ltd. N. A. Beltram bore witness to the effect that on the afternoon of the 12th instant he noticed one of the deck hands at the wheel of the *Curlew* instead of the coxswain. When he asked this man where the coxswain was the reply was "Asleep aft." Witness then called the coxswain and asked why he was not at his post? "I'm sleepy," said the master, and returning aft, went to sleep again. To his Worship the coxswain said he fell asleep while waiting for cargo alongside a Norwegian steamer. As this defense did not satisfy the Magistrate he cancelled the coxswain's certificate.

## TELEGRAMS.

"DAILY PRESS" EXCLUSIVE SERVICE

## THE ENGLISH BILLIARD CHAMPION.

SHANGHAI, October 20th.  
Mr. Stevenson is returning to Hongkong by the German mail. He was "huffy" because he was unfeted locally, and cancelled his engagement.

## EXPLOSION ON OIL STEAMER.

SINGAPORE, October 20th.  
An explosion took place on the oil steamer "Pocahontas." Mr. Webb, (Lloyd's surveyor), Mr. Kitching (surveyor to the British Corporation), Captain Cox, and a Chinaman were seriously burned.

[REUTERS SERVICE.]

## THE PRICE OF WHEAT.

LONDON, October 17th.  
Wheat yesterday reached 40/- per quarter in several of the provincial markets.

## THE INTERNATIONAL ANTI-STRIKE CONFERENCE.

LONDON, October 17th.  
The International Shipping Conference in London has decided to form an international Committee to arrange plans for mutual defence and cooperation against strikes in the future.

## THE TRANS-ATLANTIC MARCONI GRAPH.

LONDON, October 20th.  
Signor Marconi yesterday morning announced that the wireless service between England and Wales had opened, and two London Evening Papers published short telegrams from America, headed *By wireless*.

## THE UNITED STATES.

LONDON, October 20th.  
The New York anti-governmental paper *The Sun* has published an alarmist article in which it says that the chief reason for sending the fleet to the Pacific is to prepare for war with Japan.

## FAILURES.

LONDON, October 20th.  
The unfavourable condition of the copper market in New York has led to the suspension of Otto Heinz & Co., the failure of a leading Stock Exchange firm, and the suspension of the State Savings Bank in Butte, Montana.

## THE COPPER KING.

LONDON, October 20th.  
The Copper King, Augustus Heinz, has resigned the Presidency of the Mercantile National Bank.

## THE FAILURE OF HALLER SOLLE &amp; Co.

LONDON, October 20th.  
The failure of Messrs. Haller Solle, the oldest established Hamburg bank is attributed to copper.

## THE VOLUNTEER CAMP.

On Saturday Hongkong Volunteers commenced at Stonecutters Bay, and will continue for a fortnight. Major Chapman, V.D., is in command, and the others attending are Major Macdonald, Captains Armstrong, Skinner, Wood, Crooke, Nicholson and Lammer, Lieutenants Northcote, South, Wolfe, Plummer, Gubbay, Kennett, and Blood, and Surgeon-Lieut. Hartley. On Sunday there were 160 of all ranks in camp. When the Volunteers attended at the camp on Saturday they found that a party under the energetic corps sergeant-major had already pitched the tents, and there was but the usual "straightening up" to be done. At the first parade on Saturday the men were put through physical drill and many found it fairly tough work. The engineers were kept busy completing the installation of a system for lighting the entire camp with electric light. Each tent has a separate, and several big are light illuminate the parade ground. A church parade was held on Sunday morning when the Rev. G. Searle, chaplain to the forces, preached an appropriate sermon. The engineering company were put through musketry in the afternoon. There were many visitors to the camp on Sunday afternoon.

"In the First Watch," is the title of a book by Mr. James Dalziel which is appearing in Unwin's Colonial Library. In it are depicted scenes from the lives of marine engineers, mainly in the East. The stories range from comedy to tragedy, from a mistake made by two engineers which resulted in their flooding their own ship and becoming a general laughing-stock, to the fate of a blockade runner sent to be sunk by the Japanese off Port Arthur. The stories are written with first hand knowledge of the life described, and a simple, direct style adds to their forcefulness.

## EVOLUTION OF HONGKONG.

[Written for the Hongkong Daily Press.]

(Continued from last Monday.)

IV.  
It is neither necessary nor interesting to recount the story of the intercourse of the East India Company at Canton during the last years of the eighteenth century, and the first quarter of the nineteenth, further than to remark that it had lost the confidence of all, whether disciples of the coming school of Free Trade, or men simply anxious for the good name of their country. Under its original Charter the East India Company had been granted a monopoly of British trade in Eastern seas. As the operations of the Company became more extensive, and commerce grew, it became necessary from time to time to define the rights of the Company in relation to private traders generally. It was gradually established that no British subject was entitled to land in China except under passport granted by the Directors; and that no British ship could participate in the trade except under special license from the Company, which license was liable to be withdrawn without notice at the discretion of the Select Committee at Canton, which had furthermore power to deport any British subject who contravened in any way its regulations. So jealous was the Company of its prerogative that practically these passports were only granted to a few private friends of the Directors at long intervals, and their holders were held to be private guests and were maintained at the general expense. Opium and some other commodities were conveyed to the coast of China in private ships, then denominated "country ships," but these vessels though private were strictly under the command of the Select Committee who had the power of cancelling their licenses and compelling them to depart.

But if the authority of the Committee were thus complete over all vessels carrying the British flag, it had from the nature of the case no control of any sort over foreign vessels, and this was more especially galling in the case of the Portuguese, Spaniards, and Dutch, whose intercourse was of older date than the Company, and who had their own understandings with the Chinese officials. Later other countries such as France and Denmark entered into the trade, and could not be excluded. They, however, generally worked with the Select Committee, and interfered little with the course of trade. It was naturally a different thing when after the declaration of Independence the United States sent their ships to take part in the trade, and a good deal of friction at the beginning naturally arose.

In 1813 the Charter of the Company expired, and in the growing desire in England for Reform of Parliament and the abolition of monopolies, it was with much trouble, and only on the condition that the political and mercantile interests of the East India Company should be separated, and that strict accounts of the latter should be annually published, that Parliament consented to an ad interim prolongation of the monopoly, but only for a term of twenty years. At home the same party that was agitating for the reform of Parliament was also a strong advocate of freeing trade from the shackles of high protection, and the abandonment of monopolies of all sorts. It was undeniably growing in strength, and was rapidly absorbing the growing intellect of the country, so that it was evident to all-thinking minds that a change was imminent, and it was expedient that measures should be taken to prevent the change becoming explosive.

Although the East India Company struggled hard to maintain its monopoly of the trade of the Far East, the indications were clear that this would not be again extended, and that it would be wise to permit affairs to gradually take their course, in order to avoid a sudden disruption. Even before the expiry of their old charter in 1813 one or more British merchants had successfully evaded its provisions by taking out papers of foreign nationality, and in this it was notorious that they were backed up by parties in England high in power. This fact, and the publication of the accounts showing enormous profits from the trade had their natural effect in bringing others to the front. The earliest pioneer of British private trade seems to have been Mr. William Jardine, who commenced his visits to China in 1802, but who did not become a regular resident till 1820. Next to him in point of time was Mr. Davidson, who, however, had become a naturalised Portuguese subject. After the renewal of the modified Charter, while the Company still had powers of repressing competition, but from prudential motives did not always care to press them to extremes, we find R. Inglis representing Dent and Co. about 1823, and the brothers Matheson coming a few years later. The Mathesons were more worthy of note as they boldly and openly attacked the monopoly at its seat, and in 1827 started the first newspaper in China, a weekly sheet denominated the Canton Register, to disseminate the doctrines of Free Trade, then beginning to make a stir in the world; and were particularly to advocate the suppression of the East India Company's monopoly of the China trade. In this they were ably backed up by a large and powerful section of the home press, so that when the Reform Bill of 1831 was at last carried against the strong opposition of the privileged classes; and with the assistance of the Free Traders, men generally foresaw that the monopoly under the new Parliament was not likely to be renewed.

Under the circumstances the Company, finding no support in its retrogressive policy, gradually relaxed its opposition to private trade and private traders; and began to make arrangements for winding up its affairs. Still so late as March 1830 we find the Committee at Canton addressing the board of Directors as to the necessity, in their opinion, of being vested "with sufficient power to control the private British merchant ships," which seems to have been at interference with what had now become inevitable. Before, however, the final closure of the Company's monopoly a curious instance of the contempt into which it had succeeded in bringing the British prestige in China is recorded. On the 12th May 1839, the Fu-yuen in company with the Hoppo during the absence of the Company's representatives at Macao forcibly entered the Factory. It seemed that some two years before the residents had renewed some of the wharfrage in front of the Factory, without it was alleged craving permission. The Fu-yuen deliberately walked into the dining room, and seeing a picture hanging up asked whose portrait it was, receiving an answer that it was the portrait of His Majesty George IV., he gave directions to have it uncovered and deliberately sit down with his back to it, sent for the linguists and asked how they dared to permit the ground in front of the factory to be altered: the first having replied that he had no power to interfere with the chief, the Fu-yuen ordered chairs to be brought, and put on him, and threatened him further with despatch in case within two days the premises were not restored to their former condition. As a memento of one of the final insults to which the Company in its eagerness for trade under any conditions of national humiliation was subjected, on the establishment of Government House in Hongkong the portrait was presented to the Governor, and still remains as a dumb witness of the old time.

In April 1834, the Charter of the Company finally expired, Parliament having decided that in the general interest of commerce it was best to abolish the monopoly, and throw open the eastern trade to all. The efforts were immediately apparent in the enormous expansion of the trade. The struggle had lasted for more than twenty years and the men who had been keenest in the strife now found the time had arrived to reap their spoils; the Jardines, the Mathesons, the Dents, the Gibbes, the Arnolds, the Hollands, the Inneses, were ready to enter on the field their prowess had won, and for more than a generation kept the lead almost entirely in their hands. With their ascendancy commences the private history of Hongkong, for though the future Colony had not yet been founded, affairs were fast verging to a crisis; and its inauguration was merely a matter of time, and a short time as events proved.

The Chinese authorities were by no means unprepared for what was taking place, and saw that to control a number of free merchants in an open trade would be a far more difficult task than to order about the Company; which was so tender of its trade that the mere hint of stopping it for a few weeks was always sufficient to make its chiefs cower in any encroachment, however glaring or galling to the individual. We find them accordingly appealing to the British authorities to appoint a director who should have control of the entire body of the British mercantile community. The beau-ideal of the viceroy, who was the first to mention, the subject was the Chinese guild system; so far as concerned their own personal affairs, into them he had no desire to enter; they might govern themselves by their own laws provided they did not interfere with his, when the two clashed the foreign custom must give way. In fact the system suggested was the counterpart of that and prevailed in the Arab settlement in the ninth century. Our modern commentators, without understanding the conditions, have in many cases been led astray by the claims of the Young China party that extrajurisdictional is a thing that was forcibly thrust upon them by England in consequence of the high-handed action of the Canton authorities; the fact is that the Chinese Government itself prayed the British authorities to establish it. "And whereas," proceeds the original Order in Council issued on the withdrawal of the monopoly, "the officers of the Chinese Government resident in or near Canton, in the Empire of China, have signified to the Supercargoes of the East India Company at Canton the desire of that Government that effectual provision should be made by law for the good order of all his Majesty's subjects resorting to Canton, and for the maintenance of peace and due subordination amongst them; and it is expedient that effect should be given to such reasonable demands of the said Chinese Government; Now, therefore," &c. The Chinese in one respect, indeed reckoned without their host; they had grown so accustomed to the submission of their representatives, that they expected that the same ready acquiescence would be exhibited under the new regime, and had no idea that there was such a thing as British law, to which even the Sovereign was to submit; so finding that the new chiefs were unable to exercise the same arbitrary powers over their nationals, they attributed their disobedience to personal cowardness.

To support the necessary establishment the three Superintendents to be appointed in pursuance of the act were to have power to levy dues on tonnage and an ad valorem duty on goods conveyed in British ships, and in general, full powers were granted to exercise all rights and functions heretofore belonging to the office of the Company's Supercargoes. In pursuance of the act the three Superintendents named were Lord Napier of Muirchouston, a captain in H.M. Navy, and Messrs. W. H. Plowden and J. P. Davis, two former members of the Company's Select Committee. On their departure Lord Palmerston, then His Majesty's Foreign Minister, gave them instructions, "to foster and protect the trade of his Majesty's subjects in China; to induce the Chinese Government to enter into commercial relations with the British Government; and to seek with peculiar caution and circumspection to eventually establish direct diplomatic communication with the Imperial Court at Peking," as well as to take measures so far as possible to have the coast surveyed, as well as to have a look out for some practical place of refuge for British ships in case of hostilities.

[To be continued next Monday.]











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#### SCIENTIFIC MISCELLANY.

OIL-VAPOR GAS—AN EGG LAYING RECORD—  
CLOUDS AND MOONLIGHT—NOVEL USE OF  
PEACE—ARCTIC RAILROADING—HORSE-  
POWER OF A MAN—HEATING BY CALCIUM—  
RADIUMS & VAL—INCOMBUSTIBLE WOOD.

Petrol-air gas, a mixture of two parts of  
petrol or gasoline with ninety-eight parts of  
air, has proven an efficient illuminant as well as  
useful fuel, and it seems to be finding favor on  
isolated English estates. One of its advantages  
is that of supplying its own oxygen, whereas  
an ordinary gas jet draws from the air three  
times as much oxygen as the lungs of an adult  
person. The previously prepared gas may be  
supplied through ordinary gas-pipes, or the  
liquid petrol may be led to special burners  
which from the mixture, light in either case  
being produced by heating ordinary mantles  
to incandescence. One gallon of oil produces  
500 cubic feet of petrol-air gas, which is  
claimed to be inexpensive, and which is at  
least equal to coal-gas in heating power.

For a number of years Prof. Gowell, of the  
University of Maine, has been breeding hens to  
increase the yearly output of eggs, and has  
reached the maximum number of 255. There  
seems to be no reason why a hen should not lay  
more than one egg in a day. Early last year  
one hen apparently laid two eggs in a single  
day, and a careful watch being made, with  
precautions ensuring against any error, it was  
proven that she laid twenty-one eggs in the  
eighteen days from March 21 to April 7, two  
being laid on each of five days.

The supposed dissipation of clouds by the full  
moon has been again disproven. Otto Meissner  
shows that clouds often fade away in the evening,  
and on a light night the disappearance is more  
apparent and makes a stronger impression than  
when the clouds are not as easily seen.

In a new solution of the peat-fuel problem,  
offered by Dr. Caro and Prof. Frank of Berlin,  
it is proposed to make use of the fuel energy at  
the source of the peat, generating gas in special  
stills, and burning this to produce electricity.  
In this process, peat containing as much as  
fifty per cent of water could be used, whereas in  
cooking peat it is necessary to dry off all but  
fifteen to twenty per cent of the water. The  
peat coke is a low grade fuel of too high cost to  
compete with coal coke, but it is easy to obtain  
from peat a very pure gas, well suited for  
driving gas-engines, and it is believed that these  
would make it practicable for peat-moors to  
compete with waterfalls as stations for generat-  
ing electric current. It is estimated that the  
cost of extracting the peat and making the gas  
would be covered by the profit from ammonium  
sulphate, a by-product of the gas distillation  
that is valuable as a fertilizer.

A study of the atmosphere over the Arctic  
seas gives little encouragement to balloonists  
seeking the Pole. From July to December of  
last year, Prof. Hergesell, of Strasburg,  
President of the International Balloon  
Association, was with the Prince of Monaco in  
high latitudes up to 80 deg., and by means of  
kites and small balloons he learned many  
interesting facts about the air over the polar  
regions. The higher strata show various  
isothermal and inversion layers, indicating a  
perturbed state of the atmosphere. The  
winds are very irregular, those from the south  
being purely local, and if any strong winds  
predominate they are from the west and would  
drive a balloon across the sea north of Siberia.

The determination of one man-power has  
received considerable attention from Rankine.  
As the maximum prolonged effort, it appears  
that an average man, lifting his own weight up  
a stairway, can exert 2,038,000 foot-pounds per  
day of eight hours, or about 132 of a horse-  
power. In turning a crank for two minutes, he  
has exerted 17,380 foot-pounds per minute—a  
little over one-half horse-power.

Metallic calcium, recently made a commercial  
product at a moderate cost, is stated by Dr. F.  
M. Perkins, an English chemist, to be more  
powerful than aluminum as a reducing agent  
in thermite for welding and other purposes,  
and in the preparation of chromium, ferro-  
silicon and other metals and alloys. When  
fine turnings of it are mixed with ferric oxide  
and ignited by means of a fuse of aluminum  
and barium, the reaction is so intense that a  
large part of the mixture is thrown out of  
the crucible. The reaction, however, can be  
controlled, and the intense heat made useful,  
by mixing with the contents of the crucible  
from 30 to 40 per cent of calcium fluoride or  
10 to 20 per cent of calcium oxide. Calcium,  
now produced by electrolysis of fused calcium  
salts, is a silvery white metal, about as hard  
as aluminum and about half as heavy. It  
oxidizes slowly in dry air, rapidly in very  
moist air, and burns with a brilliant flame.

Uranyl molybdate, the remarkable new  
radioactive substance of André Langeron, a  
French student of pharmacy, is prepared by  
adding ammonium molybdate to uranyl nitrate,  
when a white amorphous powder separates.  
This powder is collected and dried in the dark.  
It is claimed to be as powerfully radioactive as  
radium bromide, and to have substantially the  
same effects, while its cost—though high, at  
\$110 an ounce—is low compared with the  
radium salt at thousands of dollars an ounce.

Ignifuge, as a new French material for  
making wood unburnable is called, is a mixture  
of 135 grams of sulphate of ammonia, 15  
of borate of soda, 5 of boric acid, and 1000 of water.  
At Bordeaux, impregnated wood and shavings  
remained in a hot fire until the wood fuel was  
consumed, and were found simply charred.  
Treated paper and cotton fibre were consumed  
slowly without blaze.

#### SHARE REPORT.

Messrs. Erich Georg & Co. say in their weekly  
share report, dated October, 19th 1907—"A much  
better feeling prevailed in our market during the  
week under review, and a slight advance in  
several stocks has to be chronicled, but owing to  
the unwillingness of holders to part with their  
shares, business has been very restricted. The  
sterling demand rate of exchange on London  
closed at 2s. 07/16d., while rates on Shanghai  
are 1s. 73/4 for a Bank T/T, and 1s. 73/4 for a  
three days' sight Private Bill. Barsilver in  
London has fallen 27-11/16d., and Consols are  
quoted £82 1/2.

BANKS, SHARES.—Hongkong and Shanghai  
have improved, and sales up to \$665 for old, and  
\$680 for new shares, have been effected, at  
which rates the market closes steady. London  
quotes £76, 0s. 0d., and £75 respectively.  
Nationals are unchanged.

MARINE INSURANCE.—Shares.—Unions  
have improved to buyers at 77 1/2. China  
Traders are wanted at \$90. North Chinas sold  
at \$100 and have buyers at 1s. 75; Yangtzes at 1s. 70,  
and Cantons at \$270 are on the market without  
finding buyers.

FIRE INSURANCE.—Shares.—Hongkong sold  
at \$300, closing firm with probable buyers.  
Chinas fetched \$86, closing steady.

SHIPPING SHARES.—Hongkong, Canton and  
Macao sold in a small way at \$27, at which  
figure there are further buyers. Indo-China,  
Douglasse, and China and Manila are unchanged.  
Star Ferries have buyers at \$21 for old and  
\$10 for new issue. Shell Transports sold at  
1s. 3s. and 4s. 6d., which latter is also the London  
quotation. Union Waterboats have sellers at  
\$12.

REFINERIES.—China Sugars have come into  
sudden favour, and after sales at \$1.00 and \$1.02,  
shares can be placed at \$1.5. Luzons are  
unchanged.

MINING SHARES.—Charbonnages are un-  
changed. Rauts are weak with sellers at \$94;  
Chinese Engineering and Mining Company's  
shares are in request at 1s. 15 1/2.

DOCKS, WHARVES, AND GODOWNS, &c.—  
Hongkong and Whampoa Dock Company's  
shares changed hands at \$102 and \$103, closing  
firm at the higher rate. Penicks have dropped  
to sellers at \$16, while New Amoy Docks are  
unchanged. Shanghai Docks have been done  
in the north at 1s. 70 to 1s. 73. Hongkong  
and Kowloon Wharves fetched \$67. Shanghai  
and Hongkew Wharves are quoted in the north  
1s. 200.

LANDS, HOTELS AND BUILDINGS.—Un-  
changed and without business.  
COTTON MILLS.—Shanghai quotes: Ewos  
Tls. 30, Internationals Tls. 53, Laon Kung  
Mills Tls. 90 and Sooyehoes 11s. 280. Hong-  
kong Cottons have sellers at \$101.

SUNDAY MANUFACTURING COMPANIES.—  
China Light and Powers sold and have buyers  
at \$8. Hongkong Electric are enquired for  
at 144, and probably \$147 is obtainable. Dairy  
Farms sold at \$18 1/2, and they are for sale  
at \$16 1/2 ex the dividend of \$1.30 per share paid  
on 14th instant. Green Island Cements sold  
at \$11 1/2 to \$11.60, closing with buyers at \$11.  
Isos fetched \$240. Barges are in demand at  
\$253. Other stocks under this heading are  
unchanged.

MISCELLANEOUS.—China, Borneos, sold at  
\$101 to \$104, closing with buyers at \$101.  
Langkate have reached to 1s. 3 1/2. Laundries  
fetched \$57. Watsons sold at \$11 1/2. Wm.  
Fowells can be placed at \$53. Other stocks  
under this heading are unchanged.

W. WHITELEY LTD.  
Universal Providers,  
WESTBOURNE GROVE, LONDON, W.  
THE BIGGEST STORE  
IN THE WORLD.  
HIGH QUALITY. MODERATE PRICES.  
PROMPT ATTENTION.  
General Illustrated Catalogue (1907 edition), on  
any Departmental List sent free to local-  
appliers.

#### GOLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.,  
have now 40,000 Cubic Feet of Cold  
Storage available at EAST POINT. Stores will  
be open at 10 A.M. and 4 P.M. daily, Sunday  
excepted, to receive and deliver perishable goods.  
Wm. PARLANE, Manager.  
Hongkong, 18th November, 1901. 47

#### ON SALE.

#### A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

DEMAND DRAFTS ON BOMBAY  
On the Day Preceding the Departure of the  
English Mails from the Year of the Closing  
of the Indian Mints to the Free Coinage of  
Silver

FROM 1893 TO 1905;

RATES FOR SOVEREIGNS, GOLD  
LEAF, BAR SILVER (From 1900),  
and other Useful Information.  
PRICE: \$1 CASH.

On Sale at the "DAILY PRESS" Office, or  
Local Booksellers.

## THORNE'S OLD VAT



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE  
OF GREENOCK AND HAS BEEN SOLD AS N° 1 SINCE 1851

### SCOTCH WHISKY.

SOLE AGENTS IN  
HONGKONG, CHINA & MANILLA.  
A. S. WATSON & Co., LTD.

## DINNEFORD'S

The Universal Remedy for Acidity of the  
Stomach, Headache, Heartburn, Indigestion,  
Sour Eructations, Bilious Affections.



## MAGNESIA

The Physician's  
Cure for Gout,  
Rheumatic Gout  
and Gravel.

Safest and most  
Effective Agent  
Regular Use.

BENGER'S  
FOOD

A Food of great nutritive value which  
can be made suitable for any degree of  
digestive power by the simple process of  
letting it stand for a longer or shorter  
period at one stage of its preparation.

When strength is returning after illness, a carefully regulated  
and increasing amount of exercise for the digestive functions is  
beneficial. Benger's Food is the only food which can be pre-  
pared so as to give the stomach this regulated amount of work.

Benger's Food is sold in Tins by Chemists, &c., everywhere.

### EXCURSIONS TO MACAO.

THE Fast and Splendid Steamers of THE COMPAGNIE FRANCAISE DES  
INDES ET DE L'EXTREME ORIENT will make the following Excursion  
Trips to and from Macao viz:—

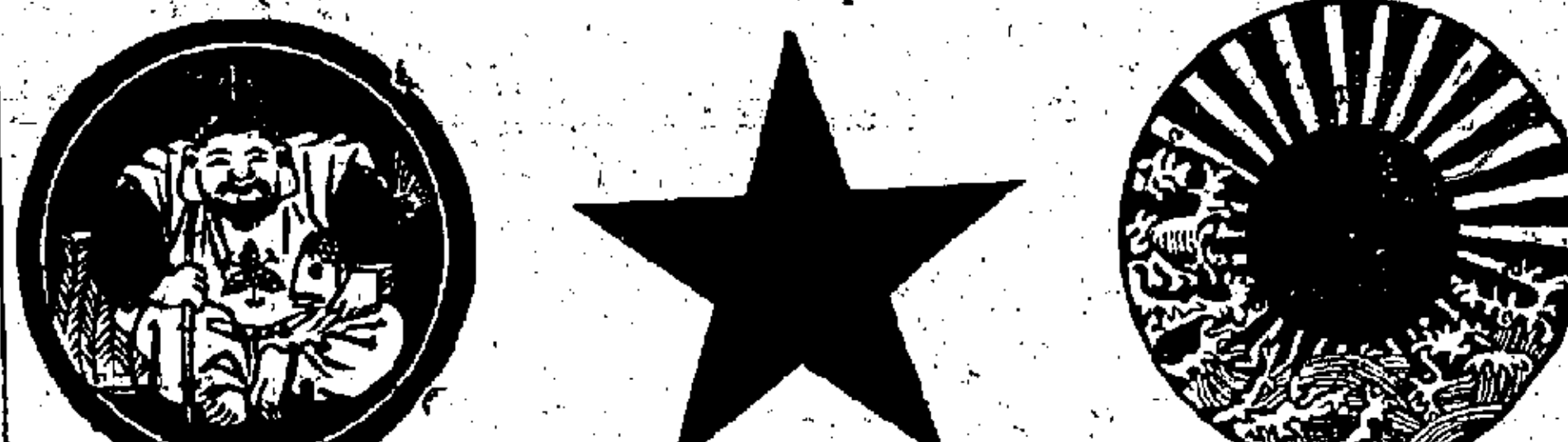
Leave Hongkong Leave Macao.

MONDAY, 21st October. 8 A.M. 2 P.M.  
"PAUL BEAU"

TUESDAY, 22nd October. 8 A.M. 2 P.M.  
"CHARLES HARDOUN"

Return tickets are available by the Company's steamers on any day during the excursions.  
Meals and refreshments supplied on board.  
The Steamers will be berthed at the Company's Wharves, both here and at Macao.  
Passages can be booked at the Office of the Undersigned or on board.  
For Further Particulars, please apply to—BARRETTO & CO., Agents,  
Hongkong, 17th October, 1907. 1492-1675

### JAPANESE BEER.



### "YEBISU" "SAPPORO" "ASAHI" AND A NEW BRAND OF SPECIAL LIGHT BEER "PEACE" IDEAL AND WHOLESOME.

Each Brand has obtained the highest AWARD at International Exhibitions  
The largest demand in the whole of Japan. Quality speaks for itself.  
PRICE EXCEEDINGLY MODERATE.

THE MITSUI BUSSAN KAISHA,  
SOLE AGENTS.

Hongkong, 12th August, 1907.

1329

### A LIGHT NOURISHMENT FOR GENERAL USE.



The "Allenburys' DIET is for Adults and is quite distinct from the "Allenburys' Foods for Infants.

ALLEN & HANBURYS Ltd., 37, Lombard Street, LONDON.

This DIET is recommended in place  
of ordinary milk foods, gruel, etc.  
Whilst acceptable to all as a light  
nourishment it is particularly adapted  
to the needs of Dyspeptics, Invalids  
and the Aged.  
The "Allenburys' DIET is readily  
digested by those who cannot take  
cow's milk, and is particularly service-  
able in convalescence.  
The "Allenburys' DIET is made in  
a minute by the addition of boiling  
water only.



## SHIPPING.

## ARRIVALS.

BELOHARIA, German str., 4,802, Hildbrandt, 19th October—Hamburg 8th September, General—Hamburg—America Linie.  
 BLENHOLM, British str., 1,752, John Handerson, 19th Oct.—London and Singapore 13th Oct., General—Gibbs, Livingston & Co.  
 BOUBON, French str., 997, Le Bail, 19th Oct.—Saigon 17th Oct., General—China.  
 CHINKIANG, British str., 1,229, P. Robertson, 20th October—Newchwang and Chefoo 15th Oct., General—Bitterfield & Swire.  
 CHIRSHING, British str., 1,193, F. Mooney, 19th October—Tientsin 12th Oct. and Chefoo 14th, General—Jardine, Matheson & Co.  
 EMPRESS OF JAPAN, British str., 5,840, H. Eysen, R.N.R., 20th October—Yokohama 10th Oct., General—Mails and General—C. P. & Co.  
 FRITHOF, Norwegian str., 891, O. Andersen, 20th October—Foshow 18th Oct., General—Osaka Shosen Kaisha.  
 HAICHING, British str., 1,267, A. E. Hodgins, 20th October—Canton 18th October, General—Douglas, Lapraik & Co.  
 HUE, French str., 705, J. Pannier, 20th Oct.—Haiphong, Pakhoi, Hoihow and K. C. Wan 19th Oct., General—A. R. Marty.  
 HUICHOW, British str., 1,217, E. Forsyth, 20th October—Tientsin 11th October, General—Butterfield & Swire.  
 HUPH, British str., 1,204, Mathias, 19th Oct.—Haiphong & Hoihow 18th Oct., General—Butterfield & Swire.  
 KWANGLEE, Chinese str., 1,466, R. Lincoln, 19th Oct.—Shanghai 16th Oct., General—China.  
 KWEIYANG, British str., 19th October—Canton. MORLATOS, British str., 1,737, F. W. Balton, 19th October—Fremont W.A. 2nd Oct., Saldal Wood—Simpson.  
 NUMANTIA, German str., 4,384, H. Feldtmann, 19th Oct.—Foslow 10th Sept., General—A. S. & Co.  
 ORIEL, British str., 2,206, G. Maddrell, 20th October—Kuchino 14th October, Cal—Bradley & Co.  
 TIKINI, Dutch str., 2,576, W. Kops, 18th October—Amoy 18th October, General—Java-China-Japan Line.  
 TOSA MARU, Japanese str., 5,823, J. Nagao, 20th October—Seattle and Shanghai 17th October, General—Nippon Yusen Kaisha.

## DEPARTURES.

CHILDAR, Norwegian str., for Swatow.  
 DENBISHSHIRE, British str., for Shanghai.  
 HITACHI MARU, Japanese str., for Yokohama.  
 HONKONG MARU, Jap. str., for S. Francisco.  
 KJELD, Norwegian str., for Tientsin.  
 KUTAKO, British str., for Singapore.  
 KWANGTAN, Chinese str., for Shanghai.  
 LUCHOW, British str., for Shanghai.  
 MACDUFF, British str., for Moji.  
 MIBENBOTA, American str., for Shanghai, &c.  
 NANI NOBOKORO, Russian str., for Singapore.  
 OCEANA, British str., for Europe, &c.  
 PHEANANG, German str., for Hongkong.  
 P. WALDMAR, German str., for Yokohama.  
 SHINNO MARU, Japanese str., for Saigon.  
 ULV, Norwegian str., for Saigon.  
 ZAFIRO, British str., for Manila.  
 20th October.  
 AMIGO, German str., for Hoihow.  
 BELORVIA, German str., for Haiphong.  
 CHIRILL, British str., for Hoihow.  
 CHIRSHING, British str., for Canton.  
 DAKOTAH, British str., for Palembang.  
 FOSCHOW, British str., for Shanghai.  
 JOHNN MARU, Japanese str., for Swatow.  
 KUKIANG, British str., for Ningpo.  
 KWANGLEE, Chinese str., for Canton.  
 KWEIYANG, British str., for Chefoo.  
 SITHONIA, German str., for Shanghai.  
 STRIP, Norwegian str., for Saigon.  
 TSURUGOISAN MARU, Jap. str., for Kuchino 19th.

## SHIPPING REPORTS.

The British str. Oriel reports: Fine weather, light winds, smooth sea, throughout.  
 The Norwegian str. Frithof reports: Fine weather, calm and light southerly wind.

## VESSELS IN DOCK.

ABERDEEN DOCKS.—  
 Kowloon Dock—Del, Manba, H.M.S. East, Soim, Rajaburi, Pionio, Orland.  
 COSMOPOLITAN DOCKS.—Lyndhurst.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
 FOR SWATOW, AMOY AND FOCHOW.  
 THE Company's Steamship

"HAICHING,"  
 Capt. A. E. Hodgins, will be despatched for the above ports TO-MORROW, the 22nd October, at 9 A.M.  
 For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers.  
 Hongkong, 18th October, 1907. 1682

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
 FOR SYDNEY AND MELBOURNE.  
 Calling at Port Darwin, and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, and TASMANIA (S.O.)

THE Steamship  
 "EMPIRE,"  
 Captain Helms, will be despatched as above on SATURDAY, the 26th Oct., at Noon.  
 This well-known Steamship is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 This Steamship is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.  
 N.B.—To ensure the additional comfort of passengers the Steamship of the Company have electric fans fitted in staterooms.  
 For Passage, apply to GIBB, LIVINGSTON & Co., Agents.  
 Hongkong, 1st October, 1907. 1595

THE AMERICAN AND ORIENTAL LINE.  
 FOR NEW YORK.  
 (With Liberty to Call at the Malabar Coast.)

THE Steamship  
 "HEADLEY,"  
 will be despatched for the above ports on or about SATURDAY, the 26th October.  
 For Freight or Passage, apply to ARNOLD KARBBERG & Co., Agents.  
 Hongkong, 7th October, 1907. 1512

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## Sections.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., via USUAL PORTS OF CALL.	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	On 2nd Nov., at Noon.
LONDON & ANTWERP	MANILA	Brit. str.	—	F. E. Andrews, R.N.R.	P. & O. S. N. Co.	About 23rd inst.
MARSEILLES &c., via PORTS OF CALL.	YAMBA	Frans. str.	—	Sellier	MELCHERS & Co.	On 23rd inst., at 1 P.M.
MARSEILLES, HAVRE & COPENHAGEN	INDEN	Dan. str.	—	Jager	MELCHERS & Co.	On 24th inst.
HAVRE & HAMBURG via STRAITS, &c.	ROSENSTADT	Ger. str.	k.w.	Bahr	HAMBURG-AMERIKA LINIE	On 11th December.
HAYRE & HAMBURG via STRAITS, &c.	SILEBIA	Ger. str.	k.w.	Rad. Meyer	MELCHERS & Co.	On 23rd inst., at Noon.
NAPLES, GENOA, ALGIER, GIBRALTAR &c.	KLIST	Ger. str.	—	Selmer	HAMBURG-AMERIKA LINIE	On 24th inst.
DUNKERK, BREMEN & HAMBURG &c.	SURIA	Ger. str.	k.w.	P. Craglietto	SANDER, WIELER & Co.	About 26th inst., P.M.
TRIESTE &c., via SINGAPORE, &c.	PERIA	Aus. str.	—	D. Baird	ANNOLD, KARBBERG & Co.	About 26th inst., at 4 P.M.
NEW YORK via PORTS & SUEZ CANAL	HEADLEY	Am. str.	—	L. Dawson	SHAWAN, TOMES & Co., Ltd.	On 2nd November.
VANCOUVER via SHANGHAI JAPAN, &c.	OCEAN MONARCH	Am. str.	2 m.	Helms	CANADIAN PACIFIC R. Co.	On 6th Nov., at Noon.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	—	C. Lindbergh	DODWELL & Co., Ltd.	End of November.
VANCOUVER via SHANGHAI JAPAN, &c.	MONTAGUE	Brit. str.	1 m.	T. G. Gregor, R.N.R.	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
VICTORIA (B.C.) & TACOMA via JAPAN	KUMERIC	Brit. str.	—	O. Anderson	GIBB, LIVINGSTON & Co.	On 7th Nov., at Noon.
CALLAO and IQUIQUE via JAPAN PORTS, &c.	KATHERINE PARK	Brit. str.	—	A. Sakurai	MELCHERS & Co.	On 26th inst.
AUSTRALIAN PORTS via MANILA	TANUAN	Brit. str.	1 m.	A. E. Hodgins	JARDINE, MATHESON & Co., Ltd.	About 27th inst.
AUSTRALIAN PORTS via PORT DARWIN &c.	EMURE	Brit. str.	—	E. J. Buller	JARDINE, MATHESON & Co., Ltd.	About 1st November.
AUSTRALIAN PORTS via MANILA	PRINZ WALDEMAR	Ger. str.	—	H. Kops	HAMBURG-AMERIKA LINIE	On 2nd November.
VLADIVOSTOK via SHANGHAI	GULF OF VENICE	Brit. str.	—	E. J. Buller	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
NAGASAKI & VLADIVOSTOK	TSINAN	Brit. str.	1 m.	E. J. Buller	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
JAPAN	KOWLOON	Ger. str.	k.w.	E. J. Buller	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
TIENTSIN	TIENHONG	Dut. str.	—	E. J. Buller	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SHANGHAI, YOKOHAMA, KOBE & MOJI	CHIRSHING	Brit. str.	—	E. J. Buller	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SHANGHAI	HAICHOW	Brit. str.	—	E. J. Buller	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SHANGHAI, MOJI, KOBE & YOKOHAMA	KWANGSANG	Brit. str.	—	E. J. Buller	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PALEMO	Brit. str.	—	E. J. Buller	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SHANGHAI, YOKOHAMA & KOBE	PRINZ LUDWIG	Ger. str.	—	E. J. Buller	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SHANGHAI	CANTON	Swed. str.	—	E. J. Buller	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SHANGHAI, KOBE & YOKOHAMA	DEVANHA	Brit. str.	—	E. J. Buller	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SILEBIA	Brit. str.	k.w.	E. J. Buller	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SHANGHAI, KOBE & YOKOHAMA	DORTMUND	Ger. str.	k.w.	E. J. Buller	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SHANGHAI, YOKOHAMA & KOBE	SIAM	Dan. str.	—	E. J. Buller	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
POOCHOW via SWATOW & AMOY	FRITHOF	Nor. str.	—	E. J. Buller	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
TAMU via SWATOW & AMOY	DAIN MARU	Jap. str.	—	E. J. Buller	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SWATOW & SHANGHAI	HAICHING	Brit. str.	2 h.	E. J. Buller	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SWATOW & SHANGHAI	CHIRSHING	Brit. str.	1 m.	E. J. Buller	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SWATOW & SHANGHAI	SEAHOING	Brit. str.	1 m.	E. J. Buller	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SWATOW & SHANGHAI	YOGROW	Brit. str.	—	E. J. Buller	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
MANILA	TAMING	Brit. str.	—	E. J. Buller	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
MANILA	LOONGSANG	Brit. str.	—	E. J. Buller	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
MANILA	RUBI	Brit. str.	—	E. J. Buller	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
MANILA	YUENSANG	Brit. str.	—	E. J. Buller	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
MANILA	ZAFIRO	Brit. str.	—	E. J. Buller	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
CEBU & ILOILO	SUNGIANG	Brit. str.	1 m.	E. J. Buller	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
KUDAT & SANDAKAN	HOBSE	Ger. str.	—	E. J. Buller	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SINGAPORE, PENANG & CALCUTTA	KUMANG	Brit. str.	—	E. J. Buller	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SAMARANG & SOERABAYA	ONSANG	Brit. str.	—	E. J. Buller	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
JAVA PORTS	TIKINI	Dut. str.	—	E. J. Buller	JARDINE, MATHESON & Co., Ltd.	Quick despatch.

## EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG &amp; VLADIVOSTOK.

## SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STAMPS	DATE OF SAILING
MARSEILLES, HAVRE and COPENHAGEN	"INDIEN"	On 26th October.
SHANGHAI, YOKOHAMA and KOBE	"CANTON"	End of October.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	Middle of November.

For Further Particulars, apply to MELOHERS & CO., Agents.  
 Hongkong, 18th October, 1907. 9

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA

## STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 26th October.
ZAFIRO	2540	A. Fraser	Manila	On 2nd November.

For Freight or Passage apply to

SHEWAN, TOMES &amp; CO., GENERAL MANAGERS.

Hongkong, 21st October, 1907. 15

## HONGKONG-NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

## FOR NEW YORK via PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "OCEAN MONARCH" ... On 2nd November.

For freight and further information apply to

SHEWAN TOMES &amp; CO., GENERAL AGENTS.

Hongkong, 14th September, 1907. 16

## INDO-CHINA STEAM NAVIGATION CO., LIMITED.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STAMPS	TO SAIL
TIENTSIN	"CHIRSHING"	Tuesday, 22nd Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Thursday, 24th Oct., Noon.
MANILA	"LOONGSANG"	Friday, 25th Oct., 4 P.M.
SAMARANG & SOERABAYA	"ONSANG"	Saturday, 26th Oct., 5 P.M.
SHANGHAI	"KWONGSANG"	Saturday, 26th Oct., 4 P.M.
MANILA	"YUENSANG"	Friday, 1st Nov., 4 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.

Hongkong to Singapore 1st Class, Single \$ 85. Return \$100.  
 Penang " " " 85. " 120.  
 Calcutta " " " 165. " 250.  
 \* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
 † Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.  
 For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.  
 Hongkong, 19th October, 1907. 18

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR

## VICTORIA, B.C. AND TACOMA

via

## MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
KUMERIC	6,252	D. Baird	On 25th October.
SHAWMUT	9,606	E. V. Roberts	On 6th November.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to—

DODWELL &amp; CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.

Hongkong, 4th October, 1907. 7

## HAMBURG-AMERIKA LINIE.

## PASSENGER SERVICE.

BY the new steamers, "RENNANIA," "HARBURG" and "HOHNSTAUFEN." These steamers offer to the public the highest comfort and convenience in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are midship and fitted with fans. Laundry on Board. Doctor and Stewardsess carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILEBIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples, Southampton or Hamburg.

## OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.	FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE & HAMBURG.
SILEBIA ... 2nd November	* HOHNSTAUFEN 30th October
SCANDIA ... 2nd December	SILEBIA ... 11th December

## FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:  
 SILEBIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Nov.  
 DORTMUND ... FOR SHANGHAI, KOBE & YOKOHAMA ... 20th Nov.  
 SCANDIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Dec.  
 C. F. LARSEN ... FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Dec.

NEXT SAILINGS HOMEWARD:  
 via STRAITS, COLOMBO AND ADEN.  
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, London, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTO. PORTS, NORTH and SOUTH AMERICAN PORTS; Also via Aden or Port Said by the "ARABIC" Persian Service to Arabian and Persian Gulf Ports.

SUEBIA ... DUNKERK, BREMEN & HAMBURG ... 24th Oct.  
 \* HOHNSTAUFEN ... HAVRE & HAMBURG ... 30th Oct.  
 \* SILEBIA ... HAVRE & HAMBURG ... 11th Dec.  
 \* Special attention of intending Passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabins midship. Lighted throughout by electricity. Duly qualified Doctor and stewardsess carried. Laundry on board.

COAST SERVICE.  
 KOWLOON ... FOR NAGASAKI & VLADIVOSTOK ... 26th October  
 Freight and Passengers. 12

## VESSELS ON THE BERTH

For SHANGHAI, YOKOHAMA, KOBE AND MOJI.

## THE Steamship

"JAPAN."

Captain J. G. Offert, will be despatched for the above ports on SATURDAY, the 26th inst., at Noon.  
 This Steamer has superior accommodation for passengers and is installed throughout with Electric Light and carries a duly certified doctor.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.  
 Hongkong, 19th October, 1907. 1686

## FOR VLADIVOSTOK.

## THE Steamship

"GULF OF VENICE"

will be despatched for VLADIVOSTOK (via SHANGHAI) on SATURDAY, the 26th October.

For Freight and further particulars, apply to DODWELL & CO., LTD., Agents.  
 Hongkong, 18th October, 1907. 1648



## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT),  
 Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

Taking Cargo at through rates to the BRAZIL, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

## THE Company's Steamship

"PERSEA"

Capt. P. Craglietto, will be despatched as above on or about SATURDAY, the 26th October, P.M.

This steamer has capital accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight apply to

SANDER, WIELER &amp; Co., Agents.

Hongkong, 27th September, 1907. 3

## COMPAGNIE DES MESSAGERIES MARITIMES.

## FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship  
 "YAFRA"  
 Captain Sellier, will be despatched for MARSEILLES, on TUESDAY, the 29th October, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo. Cargo also booked for principal places in Europe.

Next sailings will be as follows:  
 S.S. "ERNEST SIMONS" ... 12th Nov.  
 S.S. "TONKIN" ... 26th Nov.







